DATE: Jan. 31/06

V2500-D5 SERIES PROPULSION SYSTEM NON-MODIFICATION SERVICE BULLETIN

This document transmits Initial issue to Service Bulletin EV2500-73-0196

Bulletin Initial issue

Remove	Incorporate	Reason for change
	Pages 1 to 4 of the Service Bulletin	Initial issue

LIST OF EFFECTIVE PAGES

The effective pages to this Service Bulletin are as follows:

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V2500-ENG-73-0196
ENGINE – EXTERNALS – ACTUATOR PRESSURE FUEL SUPPLY AND ACTUATOR PRESSURE FUEL RETURN – CLIPPING POINT 7004 INSPECTION
NON-MODIFICATION SERVICE BULLETIN

1. Planning Information

A. Effectivity

(1) Aircraft
(a) Boeing MD-90

(2) Engine
(a) V2525-D5
(b) V2528-D5

B. Reason

A fuel pipe fracture has been discovered on an MD-90 aircraft. As part of the investigation, modal vibration tests have been carried out on IAE's mock-up engine in Derby. The results of these tests have shown that when clip AS62408 from clip point 7004 is either missing or broken, a vibration mode is excited in fuel line p/n 6A5132 that is not normally present with the clip correctly configured.

With clip AS62408 from clip point 7004 missing or broken, the coincident frequency may cause fuel line P/N 6A5132 to fracture.

C. Description

This NMSB describes a once around the fleet inspection of clip point 7004 for engines on-wing or at overhaul. The inspection requires that the clip is checked to confirm if it is broken or missing. In addition, the part number of clip point 7004 spacer should be confirmed to be correct.

D. Compliance

In Service V2500-D5 Engines

Cat 3

IAE recommends that the action detailed in part 3.A, inspection of the Clip Point 7004, is completed within 450 flight hours from receipt of this Service Bulletin.

In Overhaul Shop V2500-D5 Engines

Cat 4

Accomplish at the first visit of an engine or module to a maintenance base capable of compliance with the accomplishment.

E. Approval

The compliance at 1.D. and the procedure outlined in Section 3 of this Non-Modification Service Bulletin, comply with the Federal Aviation Regulations and are FAA approved for the engine models listed.

F. Manpower

(1) In Service

(a) To gain access	0 hours, 18 minutes
(b) To inspect	0 hours, 15 minutes
(c) To return the aircraft to a flyable status	0 hours, 22 minutes Total 55 minutes

(2) In Shop

Not affected.

NOTE: The parts affected by the Service Bulletin are accessible at overhaul.

G. Material

None.

H. Tooling

None.

I. References

(1) Engineering Change No. O6VR708

(2) ATA Locator – 73-11-49

2. Material Information

None.

3. Accomplishment Instructions

A. Inspection of Clip Point 7004

(1) Visually inspect the clip at clip point 7004, P/N AS62408. Refer to figure 1 for the location of the clip point, and figure 2 to identify individual parts. These figures are taken from a mock-up engine and are for reference only.

a. Clip rubber is worn or damaged	Replace the clip.
b. Clip is fractured, missing or loose	Replace the clip immediately. Replace the Booster Stage Bleed Valve fuel return tube P/N 6A5132 within 50 cycles.

(2) Check the part number of the clip point spacer.

a. Correct spacer part number is installed (LK53268) *	No action required
b. Incorrect part number is installed	Replace the clip immediately. Replace the spacer with p/n LK53268 within 50 cycles. If the spacer is not replaced immediately, the clip must be replaced again when the correct spacer is installed. Replace tube p/n 6A5133 and p/n 6A5370 within 450 hours.

*The correct spacer (LK53268) is 12.5mm (0.492”) in length.

(3) Retain all rejected parts and inform IAE Technical Services of any discrepancies.

B. A record of accomplishment is required.

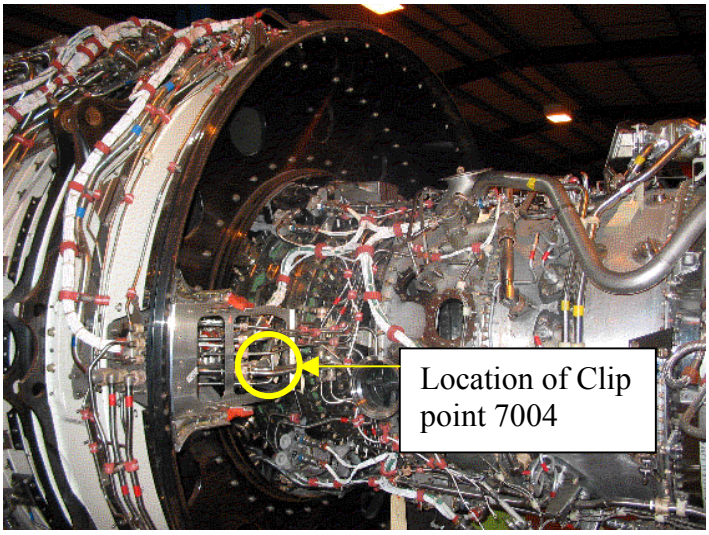

Figure 1. Location of clip point 7004.

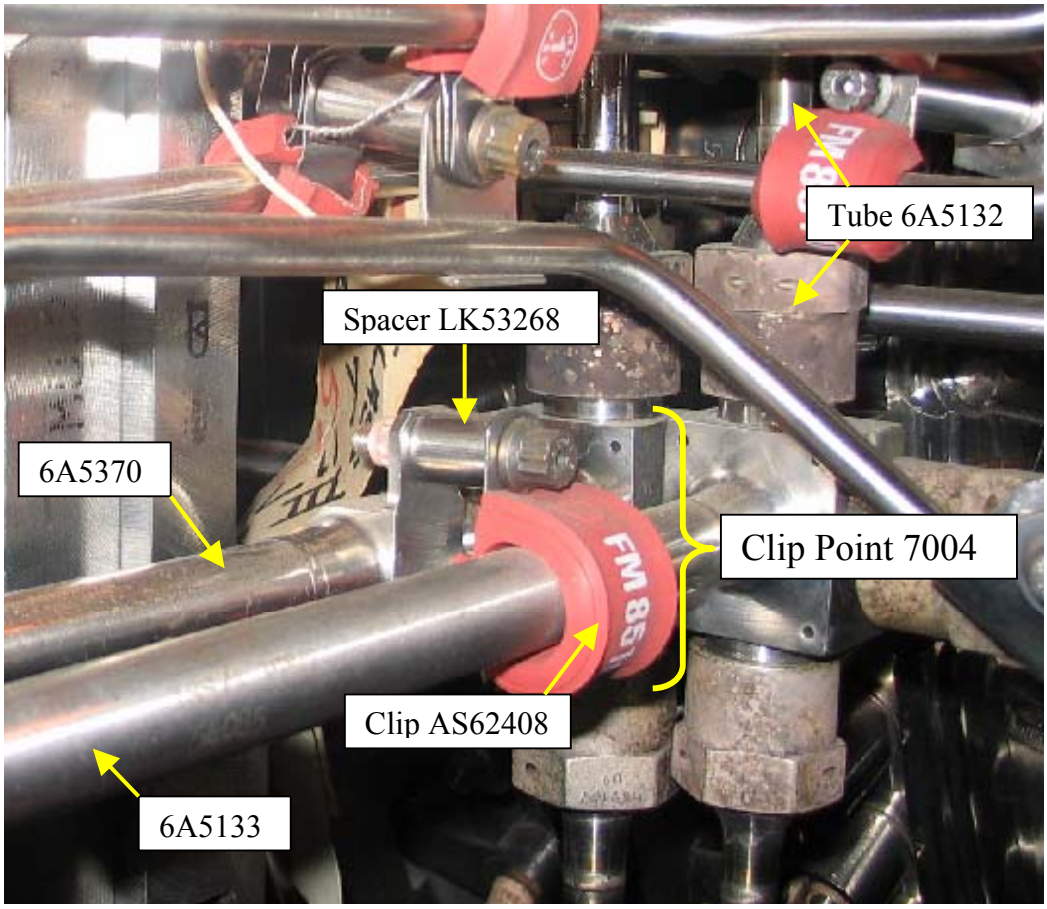

Figure 2. Identification of parts